

THIRTY DOLLARS
PER ANNUM

Intimations

BOVRIL AT THE FRONT

Bovril has played such a conspicuous part in South Africa that it forms no inconsiderable feature of the story. The "Lancet" has had frequent references to Bovril in the reports of the officers of the Royal Army Medical Corps. Nearly every newspaper correspondent has had to refer to Bovril to make his story complete. Rudyard Kipling and Baden-Powell have written their Bovril stories. Over 500 British hospitals and similar public institutions use and prescribe Bovril, not beef tea, but Bovril.

The reason is not far to seek. Bovril is a nourisher as well as a stimulant. It contains the albumen and fibrine, the sustaining properties of the beer. It is this fact, together with its absolute purity, that commends Bovril to physicians and scientists, and proves in practice what it demonstrates in analysis.

BOYPI

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities
ESTIMATES given for every DESCRIPTION of WORK.
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THE MITSUI BUSSAN KAISHA
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CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
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Onoura, Otsuji, Sasahara, Maidzuru, Tsubakura, Yoshinotani, Yoshio, Yunokibara and other
Coals.

Have you tried

“Blat.”

The Star Milwaukee Beer ?

PER CASE OF 10 DOZEN PINTS \$27.

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 HOCKS AND MOSELLES

Direct from and bottled by DEMHARD & Co., COBLENZ


 OFFENHEIMER,
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CALDBECK, MACGREGOR & CO

Hongkong, 14th July, 1991.

THE CHINESE CAMPHOR INDUSTRY.

A Shanghai despatch to the *Tokio Asahi* states that it has been reported there for some time past that Japanese have been trying to secure a monopoly of the camphor industry in Fukien province. A certain party with important instructions from the Japanese Government paid a visit to Fukien in April last. There has been no further news on the matter, but the Chinese press reports that Viceroy Sui has met the wishes of the Japanese in the matter, but that he has

NOT YET CONSENTED TO ADMIT THE CLAIMS of the Japanese in detail. The Viceroy appointed an officer to consider the matter and this officer met the Japanese Consul General Mr. Ueno, recently. It was agreed that the Japanese Government should pay 200,000 taels (1 to the Chinese Government) and that the Chinese Government should send officials to several camphor centres (presumably to arrange for the monopoly). The manufacture and sale of camphor will be controlled by the Japanese and Chinese officials who will attend to the collection of the proceeds. The profit is to be divided between the Japanese and Chinese Governments. The despatch adds that the matter has an important bearing on the strengthening of Japanese influence in Fukien.

THE PACIFIC CABLE.

DIFFICULTIES OF LANDING.

The landing of the Pacific cable at Honolulu is likely to be the hardest problem confronting the Mackay Company in the work of construction to Manila, says a Japan exchange. S. S. Dickinson, who has been in the city looking for a landing place, has so far been unable to find a break in the coral reefs encircling Oahu, through which the cable could be laid. Mr. Dickinson is still seeking a landing place, and has no doubt of ultimate success; but he will return first to San Francisco before deciding on a particular spot. Though there are a few breaks in the coral reefs encircling the island they are in shoal water and it would be impossible for a cable ship to approach the landing place. The plan finally adopted will, no doubt be to cut through the coral of light formation and bring the cable ashore in that way.

THE "AMPHITRITE."

OUTWARD BOUND.

H.M.S. *Amphitrite*, first-class cruiser, which is proceeding to China has arrived in Bombay for the purpose of coaling. The vessel is a magnificent specimen of naval architecture, says the *Rangoon Times*. She arrived at Aden on June 1st, proceeded on a coasting voyage along the Arabian coast, visited Tharuf, an important port about one thousand miles northward, reached Muscat on the 8th, proceeded to Seir, in the Oman State, after a brief visit returned to Muscat and proceeded on a voyage up the Gulf apparently with the object of impressing the natives that Great Britain possessed more powerful vessels than those that are usually seen on the coast. Among the various places visited were Bunder Abbas, Bushire and Koweit, at which latter port the *Amphitrite* remained one day, and thence returned to Muscat.

THE NAPLES STORY OF THE "CAMORTA" SURVIVORS.

The *Madras Times* received the following "important piece of information" from a "trustworthy Bangalore correspondent":

"I enclose a translation of a telegram from a Continental newspaper received by yesterday's inward foreign mail. In order to enable you to authenticate the same I enclose also the original of the translation. The telegram will, I think, interest some of your readers. 'La Voce del Popolo' (The Voice of the People), dated Fiume, 30th May, 1902. Telegram dated Naples, May 26th. The steamer *Konig Albert* arriving here from Yokohama picked up during its voyage twenty-two men who saved themselves from the wreck of the steamer *Napoli* (Camorta) foundered near Rangoon. The rescued people were three days and nights at the

MERCY OF THE WAVES. The steamer to which they belonged was struck by a cyclone and foundered. The survivors formed part of the crew and they believe that the captain, the remainder of the crew and 650 passengers went down with the ill-fated ship when she foundered."

There is no doubt in my mind that the survivors as described in the telegram are part of the crew of the s.s. *Camorta*. My principal reasons for believing this are as follows: There is a certainty that two steamers foundered in the vicinity of Rangoon during the cyclone at the beginning of May: last namely, the s.s. *Harmed* and the s.s. *Camorta*. The third missing steamer was a German whose name terminates in the syllable *Fels* and part of her crew has been long since picked up well down the Bay. No other steamer left Rangoon with such.

A LARGE NUMBER OF PASSENGERS as stated in the telegram at the time except the *Camorta* and the s.s. *Malda* (in which I was a passenger), carrying the outward foreign mail from Burma to Calcutta where we arrived 15 hours overdue. On our arrival at Calcutta we heard of the *Camorta* not having been heard of. The s.s. *Konig Albert* being a fast steamer would certainly do the trip to Naples in the number of days to which the date of the telegram works out and fully corresponds. I am positive that there was no such steamer as the *Napoli* in Rangoon during the three weeks preceding the cyclone. I think that the above reasons are sufficiently clear to show that if part of a crew from a steamer which foundered in the vicinity of Rangoon on or about the time given in the telegram (were picked up) and also the close similarity of the name, that they must be part of the crew of the *Camorta*.

G. GIRALTY, GENERAL GROCERIES, PROVISION AND BAKERY.

PROPOSED WATER ROUTE TO SWITZERLAND.

Switzerland is the only important country in Europe, except Serbia, that has no sea coast. It depends upon other nations for seaports and steamship lines, paying large sums of money to foreign transportation companies to carry all its foreign trade. This is of course a commercial disadvantage.

A young Swiss engineer has submitted a plan to the government for an all-water route from the city of Basel to the North Sea. Basel, on the Rhine, is about 300 miles from Rotterdam, the nearest port on the North Sea. This engineer, Mr. Gelpke, proposes to render the Rhine navigable for freight steamers at all seasons of the year by regulating its water level. He suggests that between Basel and Mannheim, the present head of navigation on the Rhine, fourteen dams be constructed to raise the water level along that entire stretch of the river. Each dam should be provided with

SUITABLE DOCKS FOR THE PASSAGE OF VESSELS, and with sluices for driving turbines for the production of electrical power.

He estimates that the project would cost £4,000,000 and that the turbines would yield at least 100,000 horse-power, which could be utilized by industrial establishments in Alsace and in the Grand Duchy of Baden.

Germany has larger commercial relations with Switzerland than any other nation, and it is thought she would not be averse to adding a practicable water route to the fine railroad facilities which now connect her with the little Republic.

The Swiss government and people would be glad to

ENCOURAGE ANY FEASIBLE SCHEME for connecting their country by water with the sea. Mr. Gelpke's plan is therefore receiving consideration, as well as another project that is also attracting attention. The plan is to build a canal from Basel to connect with the famous Rhine-Rhone canal that now enables small Rhine boats to travel all the way to Marseilles. The Rhine-Rhone canal starts from Mulhausen, on the Rhine, and extends in a southwest direction to the Doubs river, which is a navigable tributary of the Rhone.

IRRIGATION SCHEME.

The Government of India are about to embark upon a wide scheme of provincial irrigation works which will extend over many years, says the *Rangoon Times*. It will therefore be most necessary to keep the engineer cadres up to the sanctioned strength. It is said that the only way out of the present difficulty is to engage men at home on special terms for a number of years until the recruitment for the department has once more been placed on a satisfactory footing. The number of engineers of the Public Works Department is now considerably below the proper complement in all provinces, recruitment among Royal Engineers having been very disappointing for the last two or three years.

THE CADETS' REVOLT.

AT SANDHURST.

As a protest against their leave being stopped, some 200 cadets at Sandhurst Royal Military College broke out of bounds on the night of the 11th June. They smashed the lamps in the college grounds, hurled a large roller into an ornamental lake, serenaded the Governor with rough music, and then proceeded into Camberley. A picket of under-officers was summoned, and went after them, but succeeded in arresting only one gentleman cadet, who is now confined to his room.

Lieut. Gen. Sir Edw. Markham, Governor and Commandant of the College, the following morning addressed the cadets who broke out of bounds, and stated that they would suffer for their act of insubordination. During the day, it was understood, telegraphic communications passed between the Governor and the War Office, and subsequently Sir E. Markham proceeded to London to have an interview with the War Office authorities. All leave for the cadets was stopped.

THE WORD OF HONOUR.

The men who do as they say, the things that prove to be what they were said to be—how cheering it is to come upon them. We all hate to be deceived, especially when the deception is intentional. But all men are not liars, even if David did say so in his haste. If they were society would be impossible. Everybody knows that business is based on credit, on faith. Millions are bought daily on nothing more solid than the pledged promises of men, not written, merely verbal. The Stock Exchange is often called nests of gamblers, yet nowhere is a promise held in greater honour. Therefore when we say that the tried and effective modern remedy called "Wampole's Preparation" never deceives any who resort to it in hope of benefit and cure, we may expect to be believed. For this assurance is given on what it has done in the past in countless cases, on its record. It is only recommended to accomplish what it was made to accomplish. Its action in Chlorosis, Anemia, La Grippe, General Debility, Throat and Lung Troubles, Blood Impurities, etc. is convincing. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medical triumph of the age. Sold by all chemists here.

G. GIRALTY, for RED, WHITE, BLUE, GREAT SPECIALTY COFFEES.

Intimations.

GOVERNMENT GENERAL OF FRENCH INDO-CHINA.

THE HANOI EXPOSITION

WILL BE OPENED ON 3RD NOVEMBER, 1902.

THE Exposition, which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Artistic, Commercial, Agricultural and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands India, British India, Straits Settlements, Burma, &c. (3rd section).

The WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

The GALLERY OF FINE ARTS will contain more than 500 Pictures, and will be organised under the Direction of the Inspection-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organised at reasonable prices.

ATTRACTIVE OF ALL KINDS: Military Bands, Theatres, Circuses, Concerts, Aquatic Sports, Balloon Ascensions, Fireworks, Dances, &c., will be provided.

REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from whence Hanoi may be reached in a few hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and CAFES assure every accommodation to visitors at moderate prices.

For FURTHER INFORMATION apply to the French Consulates in the Far East.

Commissaire-General de l'Exposition de Hanoi.

718d

NEW VICTORIA HOTEL.

ROTISSERIE, *Mais a la Carte*. CHOPS, STEAKS, etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Timidat Moderate Rates.

Madar & Farmer, Proprietors. Hongkong, 2nd September, 1901. [958c]

GREEN ISLAND CEMENT COMPANY, LIMITED. HONGKONG, 15th March, 1902. [19]

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory. \$5.50 per Bag of 250 lbs. SHEWAN, TOMES & CO., General Managers. Hongkong, 15th March, 1902. [19]

NOTICE.

THE SECOND VOLUME OF BOOKS EXCHANGE TABLES with Rates in 1/16ths from 1/10 to 1/16 down to 1/32, is now on Sale at THE "HONGKONG TELEGRAPH" OFFICE. These Tables, which run in columns of 100, from £999 down to £1, and from 19/11 down to 1d or from \$999 down to 1 cent, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds or to get the value in Sterling of any sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of comparison a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples: To reduce £879.17.11 into Dollars at Exchange 1/10 1/16—

£879. 0. 0 = \$9,561.925
17. 11. = 9.745

whereas with the other exchange books the process would be as follows:—

£800. 0. 0 = \$8,702.550
70. 0. 0 = 761.473
9. 0. 0 = 97.904
17. 0. 0 = 9.247
11. = 4.497

\$9,571.671 or to reconvert the dollars into sterling at the same rate of exchange:—

\$9,000.000 = £827. 6. 10. 8
\$71.000 = 52. 9. 9. 11
671 = 1. 1. 3. 3

£879.17.11.00 but by other books it would be:—

\$9,000.000 = £827. 6. 10. 8
\$500.000 = 45. 10. 3. 4
\$60.000 = 6. 8. 8. 0
\$1.000 = 1. 10. 1. 1
\$.600 = 1. 1. 3
7 = 1. 1. 9
100 = 1. 1. 1

£879.17.11.00 Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully checked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Price for this and the previous volume, 5/6 per copy.

Hongkong, 30th April, 1902. [172d]

Consignees.

FROM HAMBURG, BREMEN, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ" Captain Fuchs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office. Hongkong, 14th July, 1902. [744d]

Consignees.

STEAMSHIP "YARRA" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Tigre*, and from Bordeaux, ex s.s. *Cambray* and *Ville de Valenciennes*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. TO-DAY, the 14th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 21st instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st instant, or they will not be recognized. All damaged packages will be examined on MONDAY, the 21st instant, at 3 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, 14th July, 1902. [1004c]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH."

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th July, 1902. [734d]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU" having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 22nd instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 25th instant, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA. Hongkong, 15th July, 1902. [746d]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MARIA VALERIE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 20th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns, after the 20th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 16th July, 1902. [628d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, KARRACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"CHINA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

This Steamer brings cargo from Levant Ports ex s.s. *Euphrates* and *Exodus*.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 16th July, 1902. [746d]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 18th July, at Noon.
T. Mumi	KOBE	SUNDAY, 20th July, at Noon.
IDZUMI MARU	NAGASAKI, KOBE and YOKO-	FRIDAY, 25th July, at Noon.
C. H. Butler	HAMA	FRIDAY, 25th July, at Noon.
KASUGA MARU	MARSEILLES, LONDON and ANT-	SATURDAY, 26th July, at Daylight.
H. Fraser	WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	MONDAY, 28th July, at 4 P.M.
KAWACHI MARU	VICTORIA, B.C. and SEATTLE	FRIDAY, 1st August, at Daylight.
J. S. Thompson	U.S.A., VIA SHANGHAI, MOI, KOBE and YOKOHAMA	SATURDAY, 2nd August, at Noon.
TOSA MARU	KOBE and YOKOHAMA	MONDAY, 11th August, at 4 P.M.
H. Christensen	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND	
HAKATA MARU	VICTORIA, B.C. and SEATTLE	
F. L. Sommer	U.S.A., VIA SHANGHAI, MOI, KOBE and YOKOHAMA	
YAWATA MARU		
A. E. Moses		
KAGA MARU		
J. W. Ekstrand		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager. Hongkong, 15th July, 1902.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"BENGAL," Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 19th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 8th July, 1902. [1004c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.

Captains.

Proposed Sailing.

Clavering 3,328 D. Barton July 22.

Duke of York 3,321 J. S. Cox Aug. 2.

Victoria 3,302 J. Pantou Aug. 9.

Tacoma 2,811 A. Dixon Aug. 23.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table.

DOCTOR AND STEWARDESSE embarked.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night

Intimations.



DON'T BE BLIND

TO YOUR
OWN INTERESTS
BUT FREELY USE

CARBOLACENE,

A PERFECT DISINFECTING FLUID
(NON-POISONOUS).More powerful than pure
carbolic acid.A sure preventive of all kinds of
contagious diseases.Is a most powerful insecticide,
germicide and disinfectant.

SOLE AGENTS:

WATKINS,
LIMITED.

Hongkong, 18th June, 1902. [714c]

TELEPHONE NO. 356.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 7TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17A, QUEEN'S ROAD.

FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
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Hongkong, 8th July, 1902. [728d]

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WHISKY is a Blend of the Finest WHIS-
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A. S. WATSON & Co.,
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The Hongkong Dispensary.

ST. JOSEPH'S COLLEGE,
HONGKONG.

OWING to the insufficiency of accommoda-
tion in the present building and the in-
creasing demand for admission, it has been
found necessary to extend the wings of the
main building and to enlarge the Chinese de-
partment by an additional storey with two
wings. The estimated cost will amount to over
\$15,000. To cover these expenses we appeal
to the liberality of all friends of Education.
The establishment has been in existence for the
last 25 years and is open to all classes. Much
of the clerical work of the city is carried on by
its past pupils. As this is the first time we have
applied for assistance we expect a generous
response. The names of our most liberal
Benefactors will be inscribed upon marble
tablets, as a lasting testimony of their generosity.
THE CHRISTIAN BROTHERS.

Hongkong, 22nd November, 1901.

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SCOTCH WHISKY

IS

"BLACK & WHITE."



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Ordinary business communications should be addressed
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The Editor will not undertake to be responsible for
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world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.

At Shanghai, on the 10th July, the wife of
Mr. M. J. E. DA CUNHA, of a daughter.

MARRIAGE.

June 10th, at Frimley, Surrey, Capt. R.
McDOUGALL, D.S.O., son of late J. McDougall,
of Hongkong, to MABEL CONSTANCE
PENNINGTON.

DEATHS.

At Blackheath, June 17th, MARY ANNE, only
daughter of F. R. Kendall, aged 26.
At Wuhu, on the 8th July, of cholera, CHRIST-
IAN THEODOR MÜNTER, of the Chinese
Customs Service.
On the 9th inst. at 47, Bubbling Well Road,
Shanghai, ALICE FAN, the youngest child of
R. D. Wai.

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 17, 1902.

THE WEST RIVER IN FLOOD.

Year in and year out, back into the
dim distant vista of bygone ages, the
inhabitants of towns and villages, scattered
promiscuously in the basin of the West
River, have suffered loss, and will con-
tinue to suffer loss, owing to the rising of the
water. Familiarity may have bred contempt
as no provision appears to have been made
against the floods. Immediately the murky
waters commence to rise people climb
to the upper stories of their houses and wait
until the river has subsided; then they go
down to wallow in the mud and
follow their usual occupation for another
summer, when the water again pours over the
banks and slowly creeps up the sides of the
dwellings. But the floods this year have been
the most serious since the river broke loose
in 1897, and the countless thousands striv-
ing and toiling by its banks may give a little
more thought to the dangers and losses
occasioned each year by the rising of the
waters. Our correspondent informed us that
the river had risen sixty-six feet, flooding
all the low-lying country on the upper
reaches and destroying villages and
towns. No particulars are yet to hand
regarding the loss of life, but as the waters
rise so rapidly and rush in torrents over the
low-banks, it is too much to expect that with
so large a track of country submerged the
floods have been unattended with very serious
fatality. Between the picturesque port
of Samshui, with its walls, pawnshops
and pagoda lying about a mile from the
river, and the beautiful scenery around
Shuihung an enormous track of fertile
land is some twenty feet beneath the
level of the river, and the water is
only kept out by an embankment
about twenty feet in width. The famous
gorges of Shuihung must be made more
beautiful by the great rush of water foaming
and hissing between the steep craggy banks
on either side, but should the river con-
tinue rising and dash over the embankment
a thriving track of land must be transformed
into a desolate waste. It is evident that
the imposing city of Wu-chow is not yet
threatened, though the river, which is about
a mile and a half broad, has risen to such
an extent that last Sunday sailing boats and
Chinese races were seen on the parade
ground some five hundred yards from where
the river usually sweeps by. The most
serious news to hand at the time of writing
is undoubtedly the damage caused by the
breaking adrift of some \$200,000 worth of
timber stored above Kwei-chow, where
whirlpools are very strong and dangerous
to navigation. It is well known that some
of these rafts measure more than an acre,
and with such a huge mass of timber
being whirled down stream on a flood
tide it is not surprising to hear that it
swept away five villages. They are unwieldy
and dangerous to navigation, and the
sooner measures are taken to prevent such
structures from practically monopolising the
river the better it will be not only for those
employed in navigation, but for the indus-
trious peoples on the river banks.

LOCAL AND GENERAL.

H.M.S. HUNTER left on Tuesday with
stores for Wei-hai-wei.THE BRITISH SLOOP, RINALDO left
yesterday for Shanghai.THE PLAGUE RETURN for the twenty-
four hours ended at noon to-day shows three
fatal cases, one being Indian.WATER POLO SHIELD: The second tie,
between the 9th Co. R. G. A. and the Royal
Welch Fusiliers, is to be played at 5.45 p.m.
to-day.ZANZIBAR TARIFF: The American Senate
has ratified a treaty with Great Britain per-
mitting Zanzibar to collect a duty of ten per
cent. on imported articles.MOTOR RACE: Marcel Renault won
the Paris to Vienna motor car race, covering
the distance, excluding Switzerland, in fifteen
hours and twenty-two minutes.

COTTAM & CO. FOR PANAMA HATS.

THE CHINESE MINISTER, T. WASH-
INGTON, Wu Tung-fang, has sent four
telegrams to Peking to urge the Government
to select another man to take his place as early
as possible.THE HONGKONG VOLUNTEER
CORPS:—Members of the Corps were engaged
practising with six-inch guns, at Delcher's
on Tuesday. Very good marksmanship was
displayed, and it fully justified the Corps being
appointed as Garrison Artillery.MINING ACCIDENTS:—There were alto-
gether 1,075 fatal accidents in the mines of the
United Kingdom last year, involving a total
loss of 1,229 lives. The total of non-fatal ac-
cidents was 82,725. The total number of per-
sons employed in or about the mines was
839,178, an increase of 24,661 on the previous
year.OPIUM SMOKING is increasing in Eastern
Siberia and causing the authorities some
anxiety owing to the frequent deaths there-
from. The police have discovered thirty-two
opium dens in Vladivostok, eighteen in
Nikolsk, thirteen in Novokievsk, and four in
Irkutsk. There are double as many undis-
covered dens. The craze has not touched the
working classes as yet, but seems to be con-
fined to the officials and their wives.THE DROUGHT IN N. S. W.:—At latest
mail advices between 15,000,000 and 20,000,000
sheep were reported to have been killed by
the drought in New South Wales this year,
whilst Queensland was said to be in a still
worse plight. All through the pastoral districts
the throats of lambs were being cut in order to
save the lives of the ewes, whilst in many
cases there has been an utter failure of all
crops.CARNEGIE'S TRUST:—The number of
students enjoying the aid of the Carnegie Trust
in the Scottish universities during the present
session is 1,596 apportioned as follows:—

Edinburgh	553 men, 68 women.
Glasgow	442 men, 20 women.
Aberdeen	319 men, 41 women.
St. Andrews	82 men, 64 women.

Included in these figures are 243 new students.
The sums applicable to the universities are:
Edinburgh, £5,207; Glasgow, £3,334; Aber-
deen, £2,543; and St. Andrews, £934.NOT COMPLIMENTARY TO JOCKEYS:—
The other day, at the close of the funeral of
Billy Spinks, a jockey, at Cape Town, the Rev.
Mr. Orr, who officiated, said the profession of
the deceased was ungodly and a disgrace to
the Christian world. No men or women who
had respect for themselves would visit a
racecourse. He likened jockeys to a pack of
wolves in their scramble after ill-gotten
wealth. In response to the vigorous rep-
resentations of the deceased's friends, the
clergyman apologised, and acknowledged that
he had made a grievous mistake.YACHT BUILDING IN THE U.S.A.:—
Wherever else the American may have ousted
Great Britain the United Kingdom is still by far
the largest yacht-building country in the world,
observes an exchange. The new issue of
Lloyd's Yacht Register shows 4,372 British-
built yachts on the register, aggregating a
tonnage of 211,217, and only 2,219 yachts built
by the rest of the world of 55,452 tons. The
owners' list shows 3,889 yachts owned in the
United Kingdom, against 4,479 owned in the
rest of the world, largely in the United States.
The conclusion is that England still builds
yachts for the world.ANOTHER CLOCK GONE WRONG:—
A Cardiff Church clock has been the cause
of much profanity of late. The works got out
of gear, with the result that the bell tolled one
hour too many. Dozens of work-people came
to the factory gates an hour before their time.
We believe it is on record that in the days
when George III. was King St. Paul's once
told thirteen at midnight, and an alibi in a
murder case turned in the substantiation of this
fact in Court. How much profanity "our
public clock" has caused it would be difficult
to estimate; the English vocabulary has
doubtless been enlarged if not enriched.TRAIN ACCIDENTS did not cause the death
of a single passenger in Great Britain last year.
It is the first time, according to the Board of
Trade returns, that this has been the case in
any year recorded. But although the passenger
death list is blank, 476 passengers were injured
by train accidents, while 11 railway servants
and others were killed and 160 injured. These
figures show a considerable reduction on those
of the year before. Altogether 1,277 persons
were killed on the railways or on railway com-
pany's premises, and 18,376 were injured.
There were 144 suicides, and 17 would-be
suicides were injured. The list of animals
killed includes 45 horses, 5 donkeys, 30 beasts
and cows, 125 sheep, 6 pigs, 3 dogs, and 1 deer.THE GLASGOW DISASTER:—An ex-
traordinary sequel to the terrible disaster which
occurred at the international football match
at Ibrox Park Glasgow and caused the death
of twenty-five people and injury to over 500,
was reached yesterday (says a home paper)
when Mr. Alexander McDougall, timber mer-
chant of Milton-st. Patrick, appeared before
Sheriff Fyfe in chambers in the County-build-
ings, Glasgow, and emitted a declaration in
connection with a charge of culpable homicide.
Mr. McDougall was the contractor for the
erection of the stand which gave way during
the progress of the match. The indictment is
a lengthy one, but briefly it may be stated
that Mr. McDougall is charged with having
put into the structure inferior yellow pine
instead of red pine joists. There is also an
averment of bad workmanship. Mr. McDougall
was liberated on bail of £200.COURT AT BUCKINGHAM PALACE:—
Their Majesties the King and Queen held a
Court on 13th June at Buckingham Palace.
His Imperial Highness Prince Chen of China,
attended by his suite, was present at the Court.
His Imperial Highness Yi Chai-Kak, Prince of
Korea, attended by his suite, was also present.
Amongst the members of the Corps Diplomat-
ique invited on this occasion were the Siamese
Minister, the Japanese Minister and Viscountess
Hayashi, the Chinese Minister and Mme.
Chang, and Sir Halliday Macartney. The
general invitations included Mr. and Mrs. H.
Clifford. Amongst those presented were Mrs.
Kewick, by Lady Catterlain, and Miss Mary
Kewick, by Mrs. Kewick.

COTTAM & CO. FOR SUN HATS.

NEW POLICE STATION:—The new No. 7
Police Station which has been erected just
opposite the Sailors' Home is nearly completed.THE CHIEF WARDER of Victoria Gaol,
Mr. E. J. Pierpoint, has been granted a year's
leave, and left yesterday by the Empress of
Japan.A SMART COLLIER:—The s.s. *Ness* of
London, Captain Peart, has carried twelve
carcasses of coal for the Mitsui Bussan Kaisha
from Moji to Hongkong, in six months. She
is a smart collier.A LARGE TEAK LOG:—The largest re-
corded teak log extracted from Burma forests
is said to be one 84 feet long by 10 feet mean
girth, which was launched into a tributary of
the Shweli river in 1898 by Messrs. Darwood
& Co. This log contained 517 cubic feet or
over ten and a third tons of timber.A NOVEL MATCH:—The captain of the
steamship *Campania*, which arrived at New
York on 14th ult. reports that the steamer was
in communication on 10th ult. with the Ameri-
can liner *Philadelphia*; and that as a novelty
for the passengers of both ships, a chess match
was arranged between the two vessels, and
proceeded for several hours, the steamers being
at the end of the game 70 miles apart.CAPTAIN T. GROVES will take the *Rudi-
cino Mullins*, a small steamer, from Hongkong
to Manila. She has been thoroughly over-
hauled and fitted with new propellers at the
Hongkong and Whampoa Dock Company's
yard in Kowloon, and she has made a very
satisfactory trial trip. Mr. F. H. Carmichael
was superintending engineer. We understand
that the vessel is intended for the Philippine
Island trade.AN OLD PAGODA:—The oldest pagoda at
Bhamo, and the only building of any anti-
quarian interest there, is the Theindawgyi
pagoda, which an inscribed stone at its foot
states to have been built in 1317 A.D. The
oldest slabs at Pagan, where the climate is so
much more favourable for the preservation of
ancient records, are dated as far back as 481
and 610 A.D., whilst there are nearly a dozen
in the eleventh century of our era.THE BARFLEUR AND RED TAPE:—
For military reasons the War Office has
declined to permit the erection of the "Barfleur
memorial" in the Victoria gardens, Chatham,
of which they are owners and the Chatham
Town Council the tenants. The corporation
has accordingly offered another site for the
purpose near the Waghorn statue. The officers
and men of the *Barfleur* are erecting the obelisk
in memory of their comrades who fell
during the late operations in China.UNSUCCESSFUL CHINESE:—In his an-
nual report on the trade of Réunion for 1901,
the British Consul states that the crying want
of the colony is a regular supply of labour.
Some 800 Chinamen were imported during the
year, but have not turned out a success; in
fact, remarks the Consul, I only know of one
planter who is satisfied with them. About 80
per cent. of them go down with fever and have
to be kept in hospital. In one estate only two
Chinamen out of a total of 45 are at work.A FOREST OF PIGMY TREES:—A col-
lection of dwarf trees imported from Japan by
Messrs. Barr and Sons is exhibited at the Royal
Botanic Society's Gardens, Regent's-park, re-
ports the *L. & C. Express*. Several of them are
of great age, a fine *Thuja obtusa* being stated to
be a century old, and all have been carefully
trained with that skill and patience which the
Japanese bring to bear on this novel form of
arboriculture. There was quite a forest of
pigmy trees. These trees can be successfully
kept in health, despite the vagaries of our
climate, with very little trouble.A GALLANT COXSWAIN:—Admiral the
Hon. Sir Henry Keppel has lost an old friend
by the death of Mr. James Webb, who was for
many years the gallant sailor's coxswain. He
had seen active service in China, taking part
in the capture of the Taku Forts in 1860, and
for many years served on the Eastern Station,
mostly in surveying expeditions under the
superintendence of Sir Henry, by whom he was
held in high esteem. Mr. Webb is frequently
referred to in the Admiral's book, *A Sailor's
Life Under Four Sovereigns*. He spent his
last days at Sand, near Woking.ACCIDENT TO CLEMENT SCOTT:—
Mr. Clement Scott met with an accident on
the first night of the new piece at the Garrick
Theatre, falling from the top to the bottom of
the stairs leading to the stalls, and landing
upon his head. He was picked up, and, al-
though a good deal shaken, sat out the play.
On returning home he made light of the
accident to Mrs. Scott, and then went to his
room. Hearing a noise, Mrs. Scott went in to
find her husband lying insensible on the floor.
It was at first feared that Mr. Scott had been
the victim of a stroke, but his doctors now
think he is suffering from a fracture, and they
feel an operation will be necessary.COTTAM & CO. FOR WASHING
BOW TIES.THE LONGEST TUNNEL IN JAPAN was
bored through on the 6th inst. It is called the
Susako tunnel and is on the Government
Central Railway. The boring, which is nearly
three miles in length was commenced in
December 1896.AN OLD WATCH:—Although 125 years old,
a watch owned by a gentleman in Gloucester-
shire still keeps excellent time. It was worn
at Trafalgar, during the Peninsular War, at
Waterloo, through the China War in 1840, and
finally in the Indian Mutiny.CHINA REFUSES TO PAY the July instal-
ment of the indemnity except at the rate of
exchange prevailing on the 1st April, 1901.
America supports China in this condition.
England proposes to permit China to pay in
silver until 1910, but the other Powers oppose it.

MACAO OPIUM FARM.

(From a Correspondent.)

MACAO, July 17th.
The new farm for a period of ten years com-
mencing from the 1st instant was leased for
the sum of \$334,000 per annum to the old
farmers Kung Chang & Co. The premium rep-
resents an increase of an annual sum of \$204,000,
aggregating in ten years the handsome total of
\$2,040,000. The Chinese merchants would like
to see this money appropriated for the dredging
of the harbour, and to this end a petition will
be framed and forwarded to the Minister for the
Colonies in Lisbon. It is common knowledge
that the Opium Farmers made handsome
profits during the currency of their old lease
by exporting opium to California and Australia
and to the interior of China.

Commenting upon this iniquitous source of
revenue another correspondent writes as
follows:—

It is but natural that the price of opium
will now be raised. The smokers are those
who will be affected by the higher cost. It is
well that the vicious are made to feel the pinch.
All vices should be heavily taxed that their
evils might not be rapidly disseminated. Opium
is the curse of China. Prince Kung once said to
Sir Rutherford Alcock that of the two influences
—missionary and opium—he could not tell
which is the more baneful to China. In Japan
opium-smoking is prohibited and smokers are
severely punished. The Protestant Mission-
aries have not hesitated in their sincerity to
pronounce publicly their denunciation against
the opium habit and have published a pamphlet
thereupon entitled *Opinions of Hundred
medical men about opium smoking*. It would be
a serious blow to the Indian revenue were the
Chinese Government to order the cultivation
of the poppy extensively throughout the pro-
vinces with soil favourable to its growth. In
London there exists the Anti-Opium
Society which exercises its best efforts
against the forced introduction of opium
into China. Europe has undoubtedly
made great advances in the mechanical arts,
but still it cannot be considered to have at-
tained to the ideal of true civilisation. In
regard to its morality it retrogrades in a manner
truly surprising, because of its thirst for money
which makes it follow blindly the pernicious
maxim: "Make money, honestly, if you can."

SERIOUS DISTURBANCES NEAR
THE NEW TERRITORY.

ANTI-IMPERIALISTIC RISINGS.

(From a Correspondent.)

CANTON, July 15th.
Some time ago Prefect Shin, of Wei-chow
applied to the Canton Government for assis-
tance, as he reported being unable to sup-
press a rising in Wei-chow prefecture. The
Canton Government telegraphed to the
military commanders in the disturbed district,
ordering the Generals to assist Prefect Shin.
The assistance rendered, however, seems to have
been insufficient as Prefect Shin has again ap-
plied to the Canton Government, who have
decided to send reinforcements under com-
mand of Generals Liu and Mok, who hope to
run the instigators of the rebellious move-
ment to earth.

Wei-chow is situated in central Kwangtung,
about half a day's journey in a Northerly
direction from Sa-tan-ko, a village, on the
shores of Starling Island, Miao Bay. The
vicinity is supposed to be a hot-bed of a cer-
tain secret society, the members of which are
said to be responsible for periodical uprisings,
which are very dangerous and difficult to sup-
press inasmuch as they evade fighting when
in the minority.

The troops are now about to leave Canton.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Trinidad*) to-morrow.
American (*City of Peking*) 19th inst.
American (*Gaelic*) 20th inst.
Indian (*Kunsang*) 20th inst.
German (*Bayern*) 23rd inst.
German (*Sachsen*) 23rd inst.
American (*Hongkong Maru*) 26th inst.
Canadian (*Empress of China*) 31st inst.
American (*China*) 5th prox.
American (*Doric*) 13th prox.

The Canadian Pacific Railway Co.'s steamer
Tartar arrived at Vancouver at 3.30 p.m. on
Tuesday the 15th inst.The Canadian Pacific Railway Co.'s R.M.S.
Empress of India arrived at Vancouver at
6 p.m. on Tuesday the 15th inst.The P.M.S. Co.'s steamer *City of Peking*
with mails &c. left Manila for this port to-day
the 17th inst. at 11 a.m., and due here on
Saturday the 19th inst. at 10 a.m.The P.M.S. Co.'s steamer *Doric* with
mails &c. left San Francisco for this port via
Honolulu, Yokohama, Inland Sea, Kobe, Naga-
saki and Shanghai on the 16th inst.The P.M.S. Co.'s steamer *Hongkong
Maru* with mails &c. from San Francisco to
the 25th ult. via Honolulu, has arrived at
Yokohama, and leaves for this port via In-
land Sea, Kobe, Nagasaki and Shanghai.COTTAM & CO. FOR TRESS'S STRAW
and FELT HATS.

TELEGRAMS.

(REUTERS'S.)

THE GOVERNMENT CHANGES.

LONDON, July 14th.

His Majesty at the audience on Friday last, conferred on the Marquess of Salisbury, the Grand Cross of the Victorian Order with Star set in brilliants.

The Rt. Hon. A. J. Balfour had an audience with His Majesty in the afternoon of the same day, and was then appointed Lord Privy Seal.

It is probable that Sir Michael Hicks-Beach will remain in office as Chancellor of the Exchequer until the Autumn session.

THE PHILIPPINES COMMAND.

General Chaffee will relinquish the command of the American forces in the Philippines on the 30th September, and will be succeeded by General Davis.

LATER.

THE KING OF ITALY IN RUSSIA.

H. M. The Tsar accompanied by The King of Italy inspected the great military camp at Kransoele. Their Majesties subsequently witnessed a grand serenade and military tattoo.

FRICTION AMONG THE BOERS.

The surrendered Boers, who joined the British forces during the war in South Africa, are being subjected to the hatred and persecution of the burghers who remained in the field until the declaration of peace.

THE KING'S MOVEMENTS.

His Majesty The King accompanied by Queen Alexandra has been conveyed to-day from Victoria Station to Portsmouth, which was reached at 1.47 p.m. From there, His Majesty was carried on board the royal yacht, which then proceeded to Cowes. His Majesty bore the journey well, and was greatly pleased with the change. He was not in the least fatigued.

THE LORD MAYOR ELECT.

Sir Marcus Samuel has been nominated Lord Mayor elect.

RAILWAYS IN INDIA.

Lord George Hamilton, Secretary of State Indian Department, replying to Mr. Schwann, M.P. for North Manchester, said that it was not yet possible to estimate the cost of the Quetta-Mushki railway, and further that no proposals for extending the line through Seistan had been submitted to the Indian Government.

(Mercury Times.)

Affairs in South Africa.

REPARATION OF BURGERS.

LONDON, 9th July.

It is hoped and expected that the reparation of the burghers of South Africa will commence immediately. Small district commissions, with resident magistrates presiding, have been appointed to supervise the work.

The Coronation.

THE REPORT CAUSES CONSTERNATION. It is stated that the report that the Coronation is to take place in August has caused consternation at the seaside resorts.

(Der Ostasiatische Lloyd.)

Emperor William Goes to Norway.

BERLIN, 9th July.

H.M. the Emperor left to-day for his trip to Norway.

Haitian President.

General Autherine Firmin, the leader of the Northern party, has been elected President of the Haitian Republic.

Russia and Manchuria.

A St. Petersburg telegraph agency reports that Russia has not yet commenced the evacuation of Manchuria.

ROBBERS IN SHUN TUK.

CRIME WITH IMPUNITY.

(From a Correspondent.)

Many robberies have occurred in various portions of the Shun Tuk district, which lie to the South of Namhoi. It is situated on the tributaries of the West River, and is the most prosperous district of Canton. These robberies took place between the 2nd and 6th instants, when house-breakers made visits to several native residences. Some houses were broken into on three successive nights, and though the victims of the robberies have petitioned the authorities, no arrests have been made, and apparently no steps are being taken to prevent the criminals from robbing with impunity.

OUR VOLUNTEER REPRESENTATIVES.

CHEERS FROM THE HONGKONG CONTINGENT.

A review of the Hongkong contingent took place on the Champs de Mars, Montreal, on 12th June, in the presence of 20,000 spectators. The evolutions were greatly applauded, says the London and China Express.

There was an animated scene at Montreal on the occasion of the departure of the *Tunisian*. Three Cabinet Ministers, about a dozen members of Parliament, the Hongkong Contingent, and the Canadian team for Bisle were among the passengers. The Hongkong Volunteers, Chinese, and Hindus, gave hearty cheers for their Montreal hosts as the vessel left the wharf. The contingent will return to the Far East by the Canadian route; several cities have invited them to pay them a visit on their return journey.

COTTAM & CO. FOR SUMMER UNDERWEAR.

HONGKONG VOLUNTEERS.

POSTPONEMENT OF DEPARTURE FROM ENGLAND.

The following letter from the Commandant of the Corps has been circulated:

Intimation having been received that the departure of the Hongkong Volunteer Corps Contingent from England has been postponed until further orders, I am to request if you will kindly extend the necessary leave to the employees of your firm or department. In the event of your being unable to extend the leave as above, will you kindly inform me as soon as possible?

TYPHOON WARNING.

BLACK CONE HOISTED.

We are informed from the Central Police Station that the black cone has been hoisted pointing downwards. The red cone is taken down.

THE REMOVAL OF THE S.S. PAKSHAN.

The removal of the sunken *Pakshan*, which is a great obstruction to harbour shipping, has been entrusted to Messrs Morton and Gibson, of Hongkong. The vessel has been lying in the mud since June and, as the Hongkong and Whampoa Dock Company are said to have refused an offered contract to raise her. It is understood that no further steps were taken until the Harbour Master issued his notice, to the effect that if the obstruction was not removed within two months, he would take steps to remove it himself, at their expense. It will be remembered by many that when the vessel sank she had between 7,000 and 8,000 bags of rice in her, a quantity of which has been salvaged—of course in a very swelled condition—by native divers from junks. The wreck of the *Pakshan* is now marked by two buoys painted green with 'Wreck' in white letters, and carry red lights at night. Vessels are cautioned not to approach within 100 feet of these buoys.

IN THE DOCK.

AT THE MAGISTRACY.

July 17th.

A SMART CAPTURE.

P.C. 24, of the Water Police, has reason to be proud of his latest arrest as he was congratulated by the Magistrate, who ordered that the matter be brought to the notice of the Captain Superintendent of the Police. A Chinaman was charged by the constable with being in possession of coals, value \$5, and a clinder boat, without being able to give a satisfactory account of how he was possessed of them. He pleaded not guilty. The constable said that last night at about 9 o'clock he saw a clinder boat at Yaumati Bay, and being suspicious steamed towards it. When he was about a few yards away from the boat, the people on board observed him, and tried to upset it. They did not succeed, and all three of them jumped into the water, and made for the shore. He followed and swam after them blowing his whistle at the same time. Two of them landed at the shore and made their escape, but the third, who was making for a junk, was caught. Mr. Hazland fined the defendant \$100 or three months, and told him that he had no doubt that they had all stolen property. His Worship then congratulated P.C. 24 on his smart capture, and asked Inspector Williamson to have the case brought to the notice of the Captain Superintendent of the police.

THEFT OF STAMPS.

The remanded case in which a servant boy employed at the Peak Hospital was charged by Mrs. Robinson, of Mountain View, with stealing some stamps, was concluded. Mr. Hursthouse appeared for the prosecution, and Mr. Grit for the defence. Mr. Kemp convicted the lad of being in unlawful possession of stamps and account books, and fined him \$25, which was paid by his father.

PLAGUE GARR.

Four blacksmiths were charged by Sergt. Brown with removing clothing before it was disinfected from a house in Wanchai, where a folk died of plague on the 15th inst. They were each fined \$10.

LARCENY OF \$10 BILL.

Six weeks hard labour was the sentence passed by Mr. Kemp in a servant boy, for stealing an American \$10 note. It appears that the boy was in the employ of Mr. Craig, of No. 13 Macdonell Road, and Mrs. Chapman happened to be staying in the same house. On the 15th she discovered that a \$10 note had been extracted from a sandal-wood box, which she used to keep her money. She at once reported the matter to the police, and Detective Sergt. Watt went round to all the money changers in the Colony stating he wanted to purchase an American \$10 bill. At No. 100 Queen's Road Central he came across the very note which had been stolen, and it was recognised by Mrs. Chapman as her property. The money changer said that on the evening of 15th instant the defendant went to his shop to change the bill. He gave him \$46 for it, as such notes were very rare in the Colony. When the defendant was arrested, he was wearing two socks on each foot, and Sergt. Watt found in one of the socks three \$10 bills and \$2 in 20 cent pieces.

A WARNING.

A contractor was charged on the 11th inst. with building hollow walls at Ta'okkui. After a lengthy hearing the case was adjourned until to-day when Mr. Kemp fined the defendant \$100. Mr. P. Crisp, prosecuted on behalf of the P. W. D.

G. GIRAULT, for TABLE DELICACIES.

by every Mail.

CONCERT AT KOWLOON INSTITUTE.

A FURTHER CONTRIBUTION BY PASTOR FONG.

The following is a programme of a Concert, in aid of the funds of the Institute, to be held to-night:

Song....."River of Years".....Mr. Hay
Flute Solo....."Ever and Always".....Grey
Song....."Apollo March".....Miss Holmes
Banjo Solo....."The Flight of Ages".....Mr. Palmer
Song....."I dreamt a dream".....Grey
Trío....."Three little Maids".....Miss Grey and
Song....."That Gal's Mouth".....Mr. Ireland
Song....."Misses Holmes"
Accompanist, Mr. Moberly.

"POOR PILLICODDY."

CHARACTERS.

Mr. Pillicoddy (nurseryman) Mr. H. K. Holmes
Captain O'Scuttle.....Mr. Grey
Mrs. Pillicoddy.....Miss I. Holmes
O'Scuttle.....Mrs. Grey
Sarah (maid of all work).....Miss Holmes
Scene.—Mr. Pillicoddy's shop.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, July 16th.

THE OLD VICEROY.

Tao Mu, the retired Viceroy, does not feel able to return to his home at the present time. Governor Tak is now Acting Viceroy and Tao Mu is relieved from all duty. I learn that he is soon to move into the Pat Yai U Tong, The Swatow Guild Hall, and will remain here during the summer months. His disease, however, is such that it is unlikely that he will improve much. In fact medical men who have examined him are surprised that he has lived this far through the year.

THE NEW VICEROY.

There is a rumour among the Chinese, officials and others, that the New Viceroy Shun, is down upon the opium habit. The Chinese have it that he will employ no one addicted to opium smoking. It is also said that officials who use opium will be given a holiday to cure themselves of the habit and failing a cure will be dismissed. How much truth there is in the report I cannot say, but there seems to be enough truth to make the Chinese talk and to make several of the smaller officials decidedly nervous about their offices. It is also said that the New Viceroy will not reach Canton until the 9th Chinese month.

PLAGUE.

A few deaths are reported daily from plague, but there are few. The disease does not seem to be spreading. In the country around Canton there is a decided improvement, and the people who left their homes are returning.

FEVER.

During the last few days there has been an unusual number of fever cases reported. In some instances whole families have been taken down in a day or two. I have not heard that any deaths have been caused by it. It may be that the rain and high water has something to do with it.

THE CHEFOO MYSTERY.

DEATH OF ANOTHER VICTIM.

TWO MORE BOYS SEIZED.

The *China Gazette*, of the 10th inst. says:—We fear that some other explanation of the terrible tragedy at the Chefoo School than that the boys were poisoned by a chicken-pie on Sunday morning will have to be found. It is to be devoutly hoped that it will not be such as to justify the dread suspicions that are growing in many quarters, but in view of the subsequent developments, and most of all, the death of young Molly, it is almost impossible to adhere any longer to the first simple explanation given, namely that the innocent victims owed their deaths to ptomaine poisoning accidentally set up by a carelessly prepared chicken-pie. So far as can be learnt, young Molloy, who was only ten years old, and the son of parents well-known and highly esteemed in Shanghai, did not eat on Sunday of the same fatal dish which is believed to have been the cause of the deaths of his twelve companions, and it is known that up to Tuesday—two days' after the fatal tiffin—he was apparently in good health. His death shows that the cause is still there, whatever it may be. To-day we were informed at the China Inland Mission, two other boys whose names have not been mentioned before—Masters Newcombe and Or-Ewing—are ill, but are progressing favourably, and that Master Parry, for whom grave fears were entertained, is also better. All sorts of theories are propounded by various people in Chefoo and Shanghai to account for the dire calamity which has overtaken so many well-known families, but it would serve no good purpose to speculate in this direction until the analysis of the contents of the stomach of Hugh Grey-Owen has been made. The body is expected here to-day or to-morrow. The most searching analysis and investigation must now be made into the tragedy.

THE SAME FATAL DISH.

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SHIPPED AT HONGKONG.

IMPRISONED AT LONDON.

For assaulting Ing Jong, a detective employed by the Ocean Shipping Company to trace Chinese deserters from their ships, two seamen named Ah Sow and Foo Chow have been sent to prison for a month at the Thames Police Court. The men were shipped at Hongkong for a voyage to England and back, but on arriving there they deserted, and remained secreted in Chinese boarding-houses until their vessels left, when they got an extra £12 to go back in other ships. At the time of signing these men drew a heavy advance, and on the voyage also kept drawing some of their wages, so that by the time they reached England there was no money due to them.

G. GIRAULT, for BEST FRENCH BREAD.

4, 6 and 10 Loaf.

THE WATER METER QUESTION.

A FURTHER CONTRIBUTION BY PASTOR FONG.

Because I do not understand I must once more speak on behalf of the Poor.

What is it that I do not understand? It is that the Government having collected the rates from the people, and having prepared streets and lighting, police protection and water for the benefit of the people, afterwards in the case of the most important thing, water, seek to make the poor either buy it, or else go and carry it, in order to get what they need. The Government always collect the rates for these various items and it is not right to say that those who pay more as water rates and use less than they pay for are losing, and those whose rates are less but who use more water are gaining. Arguing in this way they compel the poor to live in dear houses so as to get enough water to use, if they live in cheap houses they must either buy water or also go and carry enough for their needs. If comparisons are made on these lines then there are other things to compare besides water. Some men and women and sick people cannot go out much, and they use the roads less than the poor who carry burdens and walk all day on the roads, according to the above method of argument such people lose a great deal. If it be said that this is a far-fetched argument because when large quantities of water are consumed the supply will be exhausted. But the roads, although they easily get out of order, can be repaired and used again and do not diminish nor give out. But I speak thus because some people say that persons who use but little water and pay high water rates are not treated fairly. I have therefore taken the question of water rates and compared it with all the rates and have used the methods of comparison and equal division to appeal to the wealthy that they may think over the subject from this point of view. I trust they will also remember where their money comes from; they earn it from the poor and accumulate it until they become wealthy. They should not narrow their sympathies because they pay a slightly excessive water tax. The wealthy like to live where land is cheap and in large houses and have gardens and though they may pay a little more water tax than the poor who live where land is dear, on a flat or in a small room, yet they use many times more land than the poor. Reckoning on this basis they are much better off than the poor.

We should not discuss the subject on the basis of water and water rates only, but should consider the amount of land occupied. In fact, the subject should be considered from every possible point of view and special consideration should be given to the case of the poor because they have no one to express their views. Where land is cheap the price of water might be raised and where land is expensive the price of water might be made cheaper; this would be a fair method.

If the price and the allowance of water are to be reckoned at one rate all over the Colony then in order to be just the price of land and the land tax should be reckoned at one rate everywhere. If it were desired to make the price of water allowed out of the rates cheaper where land is dear than where it is cheap so that the inhabitants in such parts might have sufficient water on account of the amount paid for rates, then the water-meter would not be required and this stumbling block need not be put in the way of the people. Because in case of excessive use of water, it would be very difficult to fix the blame; all would strive to clear themselves and much ill-feeling would be engendered. We trust the Government will not exercise justice only but temper their justice with mercy. After collecting the water rates to make the poor who are weak pay again by having their water carried or else to do without water would be to cause this class of people who ought to have most consideration to be subjected to the greatest hardships. Having paid their water rates they should be given enough water for their needs just as I said before the passage boat people do, having received the money for meals they must give the passengers rice until they have had enough. If it be determined that water meters must be placed in houses or else water must be carried from the street the benefits of the scheme would be—

- (1) That water would not be wasted.
- (2) It might be expected that in dry seasons there would be enough water.
- (3) All people would have an equal quantity. These are the only reasons. Perhaps another reason might be that some revenue might be obtained from fines, but I know the Government do not wish for this as they consider the imposition of fines to be injurious.

On the subject of equal distribution I have spoken above. On the subject of having sufficient water in dry seasons we cannot affirm that there will be enough, but if it is feared there will not be enough the safest way is to make more reservoirs. If more reservoirs cannot be made in Hongkong could not water be brought from the mainland and pumped into the Pok-fu-lum reservoir. Surely this would be better than instituting the system of meters and street taps, and if the Government has not sufficient money, why not increase the water rate rather than enforce the meter system and the selling of water to the poor. As to not wasting water I believe that under that system no one can guarantee that there will not be waste.

Let me again try to point out some of the harm that will be done by the system—

- (1) There will be great hindrances to personal and household cleanliness.
- (2) People living on the same flats will have disputes and fights and perhaps even lawsuits.
- (3) When the meter is examined at the end of the month and the tenant has moved, who will pay for the water used?

G. GIRAULT, WINES, LIQUEURS, BEER, and SPIRITS.

(4) It will be hard to guarantee that when people move they will not destroy the meters.

I believe, that because landlords fear this they do not want to put meters in their houses lest they should have trouble in the matter.

Again if people have to carry from the streets, it would be difficult to enumerate all the evils that will arise. As houses of three or four stories may be supposed to have 40 or 50 people in each it must be necessary to have a street tap for every three or four houses as there would be so many taps would not some people intentionally destroy the taps and let the water run to waste?

Every morning and evening how many people would be carrying water? Would it not block the streets? Would there not be disturbances and even disputes and fights? Would not the police be kept busy in making arrests? Would there not be fines and punishments? Would the streets not be always wet? How many times a day must water be carried up to third or fourth stories? Would there not be difficulties? Is it not hard that the poor must carry water in order to have it for use? How much wage-earning time would be wasted? How much hardship would be daily endured by the poor in Hongkong to get water? How many men would be heard sighing and groaning. But though their voices might not be heard by the Government, would the Government not know that they had these hardships? Now I have finished, I trust that the members of the Government will condescend to think on the subject of these lines.

To-day's

Advertisements.

KOWLOON INSTITUTE.

A

CONCERT.

Will be held in aid of the Funds of the above Institute, TO-NIGHT (THURSDAY), 17th July, at 9 P.M.

FARCE ENTITLED

"POOR PELLICODDY."

Tickets \$1 and 50 Cents.

Hongkong, 17th July, 1902. [748d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Port on SATURDAY, the 19th instant, at 4 P.M.

For Freight or Passage apply to DOUGLAS LAIR & CO., General Managers.

Hongkong, 17th July, 1902. [753d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co's Accelerated Line to TRIESTE.)

THE Company's Steamship

"TIROL,"

Captain Bretfeld, will be despatched as above on THURSDAY, the 31st instant, P.M.

For Information as to Passage and Freight apply to SANDER, WIELER & Co., Agents.

Hongkong, 17th July, 1902. [752d]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLEN TURET,"

Captain R. Webster, will be despatched as above on SUNDAY, the 3rd August.

For Freight, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 17th July, 1902. [753d]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CLAVERING,"

FROM TACOMA, VICTORIA, VLADIVOSTOK, PORT ARTHUR, AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong, 17th July, 1902. [753d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"BALLARAT,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Australia*.

From Australia, ex S.S. *Arctida*.

From Persian Gulf, ex B.I. S. N. and U. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company, who will survey goods at 11 A.M. on TUESDAYS and FRIDAYS. Certificates of damage must be obtained within ten days of the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendant.

Hongkong, 17th July, 1902. [753d]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from A. C. S. MANNERS, Esq., to Sell by PUBLIC AUCTION,

on WEDNESDAY, the 23rd July, 1902,

at 11 A.M., within his Residence, DERRINGTON, Peak Road.

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising:—SILK and SILK TAPESTRY DRAWING ROOM FURNITURE, MOROCCO COVERED SOFA and CHAIRS, One Set of AMERICAN BEDROOM FURNITURE, MAHOAGNY EXTENSION DINING TABLE, DOUBLE and SINGLE BRASS BEDSTEADS with WIRE and HAIR MATTRESSES, SILK GOODS, HAND-PAINTED DESERT SET, OLD DRESSEN VASE (Hand-Painted), BRASS and BRONZE VASES and ORNAMENTS, BLACKWOOD WARE, CHINA and CARPETS and RUGS, PAINTINGS and ENGRAVINGS, AMERICAN SIDEBOARD and TABLES, TEAKWOOD OVERMANTEL and WARDROBES with BEVELLED GLASS, BOOKSHELF, NAPERY, CUTLERY and CROCKERY WARE, PANTRY and KITCHEN REQUISITES as usual;

ALSO

A Large Number of Classical and other Works in English and French, a Quantity of PALMS and other PLANTS with POTS and STANDS, One LADY'S BICYCLE, One COTTAGE PIANO by Newby and Evans, New York;

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A Large Assortment of MASSIVE SILVER TRAYS, HOWLS, CUPS, FRUIT DISHES, CRUETS, VASES, &c., &c.

Shipping—Steamers.
CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
SWATOW, AMOY AND SHANGHAI	"KASHING"	22nd July.
ROBE AND YOKOHAMA	"TIANJIN"	22nd July.
AMOY AND SHANGHAI	"KAIYANG"	23rd July.
TIENSIN.	"NANSHAN"	25th July.
CEBU AND ILOILO.	"KAIYANG"	25th July.
PORT DARWIN, THURSDAY IS.	"TAIYUAN"	29th July.
COWAN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MOURNE & ADELAIDE		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for New Zealand Ports.

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OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW AND LIVERPOOL	"ANTENOR"	31st July, 1902.
"	"DARDANUS"	8th Aug. "
"	"PROMETHEUS"	14th " "
"	"PYRRHUS"	20th " "
"	"DIOMED"	28th " "
"	"JASON"	3rd September, "

HOMEWARDS.
FOR LONDON.

"BARFEDON"	22nd July, 1902.
"ULYSSES"	1st Aug. "
"TELEMACHUS" (FOR LONDON AND ANTWERP)	15th " "
"ANTENOR"	22nd Sept. "
"DARDANUS"	16th " "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"PYRRHUS"	20th Sept., 1902.
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PORTLAND & ASIATIC STEAMSHIP CO.
Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
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between
HONGKONG AND PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

"INDRAVELLI"..... July 26.
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Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

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Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI.....	"DAIJIN MARU"	T. Ogata.....	SUNDAY, 20th July.
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FOR TAMSUI.....	"DAIGI MARU"	T. Kitano.....	SUNDAY, 27th July.
FOR FOCHOOW.....	"ANPING MARU"	G. Sakano.....	WEDNESDAY, 30th July.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.
For Freight, Passage and further information, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th July, 1902. [1379c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA
THE Company's Steamship
"YUENSANG"
Captain P. H. Rolfe, will be despatched as above TO-MORROW, the 18th instant, at 4.30 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 14th July, 1902. [733d]

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)
REGULAR SERVICE BETWEEN HONGKONG AND MANILA
THE Company's well-known Steamship
"ROSETTA MARU"
876 Tons.
Captain Tate, will be despatched hence for MANILA on THURSDAY, the 24th instant, at Noon.
Magnificent accommodation. Comfortable cabins. Excellent table. Unrivaled speed. Electric light. Doctor and Stewardess carried.
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THE MITSUI BUSSAN KAISHA, Agents.
Prince's Buildings, Ice House Street.
Hongkong, 15th July, 1902. [727d]

"BEN" LINE OF STEAMERS
FOR LONDON VIA SUZ CANAL
THE Steamship
"BENLAVERS"
Captain Bee, will be despatched as above on or about the 31st instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 14th July, 1902. [740d]

"BEN" LINE OF STEAMERS
FOR NEW YORK VIA SUZ CANAL
THE Steamship
"ASAMA"
Captain F. F. Bevent, will be despatched for the above Port, on or about the 15th August. To be followed by the Steamship
"ARTON"
on or about the 15th September.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 7th July, 1902. [644d]

Shipping.
STEAMERS.
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
THE Company's Steamship
"HAICHING"
Captain Hodgins, will be despatched for the above Port, TO-MORROW, the 18th instant, at Noon.
For Freight or Passage apply to
DOUGLAS LARPAK & Co., General Managers.
Hongkong, 17th July, 1902. [747d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship
"CHINA"
Captain Mosca, will leave for the above places, TO-MORROW, the 18th instant, at Noon.
The steamer has capital accommodation for passengers, Electric light and carries a doctor.
For Freight or Passage, apply to
SANDER, WIELER & Co., Agents.
Prince's Building.
Hongkong, 17th July, 1902. [744d]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"LIGHTNING"
Captain J. G. Spence, will be despatched for the above Port, on SATURDAY, the 19th instant, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED, Agents.
Hongkong, 15th July, 1902. [735d]

Intimations.
THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.
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EXCHANGE LINES, \$80 Per Annum.
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NO CHARGE FOR INSTALLATION.
N.B.—A special charge is made for lines of more than average length.

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NOTE ADDRESS:—1, ICE HOUSE ROAD.
For full Particulars, &c., &c.,
Apply to
S. J. GODWIN, Acting Manager.
Hongkong, 29th January, 1902. [129]

AN APPEAL.
THE SUPERIORES OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing (Lingerie), Dresses, and all kinds of Embroidery. Materials can be supplied, if required.
The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1902.

CLARKE'S B. & P. PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

Intimation.
THE HONGKONG TELEGRAPH.
1, ICE HOUSE ROAD, HONGKONG.
CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.
The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper, and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISING RATES.
(per inch.)
One week.....\$ 2.85
One month.....7.20
Two months.....13.00
Three ".....20.00
Six ".....37.50
Twelve ".....73.00
No charge less than one dollar.
Discount allowed on—
3 Months Contracts..... 5 per cent.
6 ".....10 "
12 ".....25 "

DOMESTIC OCCURRENCES.
Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.
Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.
Job Printing of all descriptions undertaken.

PROGRAMMES, PAMPHLETS, CARDS, CIRCULARS, EXPRESSES.
All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at
THE HONGKONG TELEGRAPH OFFICE.
Estimates given for all classes of work on application to
THE MANAGER, HONGKONG TELEGRAPH CO., Ltd. 1, Ice House Road, Hongkong.

RIVER STEAMERS, SCHOOLMANS, AND LOCHAS.
Fatshan, British steamer, 1,125, Lossing, Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, & Macao Steamboat Co.
Pawan, British steamer, 1,873, Morrison, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Ho-long, Chinese steamer, 409 tons, Captain H. M. H. Newman, Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Walker, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.
Hongkong and Macao.
Hueinghan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.
Macao and Canton.
Lungshan, British steamer, 1,411, Hamlin, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kiangshing, Chinese steamer, 583, R. J. MacKenzie, Chinese Merchant Steam Navigation Co.
Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Saiman, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

PER PASSENGERS BOOKED FOR THE FAR EAST.
Per P. and O. steamer *Australia*, connecting with the steamer *Coromandel* at Colombo, from London, June 19.—To Shanghai: Mr. Brown, Miss Brown, To Hongkong: Mr. and Mrs. Ward and children, Mr. B. L. Palmer, Mr. C. J. North, To Manila: Mr. V. C. Resnick, To Singapore: Mr. W. Dell, From Manila: To Hongkong: Mr. J. Christie, Mr. A. J. de Souza, Mr. H. B. Bester, From Colombo.—To Hongkong: Rev. C. H. Brent.
Per Messageries Maritimes steamer *Polynesie*, connecting with the steamer *Yarra* at Colombo, from Marseilles, June 19.—To Haiphong: Mr. Andre and family, Mr. and Mrs. Dussolier, Mr. A. Hommel, To Singapore: Mr. G. A. Derick.
Per Messageries Maritimes steamer *Ville de la Ciotat*, connecting with the steamer *Tenkin* at Colombo, from Marseilles, July 19.—To Haiphong: Miss Moulin.
Per Imperial German mail steamer *Sachsen*, from Bremen, May 14.—To Yokohama: Mr. Erich Pieper, To Tientsin: Mrs. H. Forstner and children, To Shanghai: Mr. G. Orde, Miss M. Robb, To Batavia: Mr. N. P. G. Grand, To Dali: Mr. Carl Grapengeter, From Antwerp.—To Shanghai: Mr. Hemphill, Mr. Kolkmeyer, To Dali: Mr. H. van Horn, Mr. G. Rinker, Mr. A. F. G. van der Sluis, Mr. G. Vassel-Kleyn, From Southampton, May 19.—To Shanghai: Miss Clemmell, Mr. and Mrs. D. W. Cooper and children, Mrs. Hardy and children, Mrs. Niven, From Genoa.—To Yokohama: Mr. E. J. Levedak, Mr. Koto Mori, Mr. Zedo Nolemina, Mr. Weissman, To Shanghai: Mr. K. Douglas, Capt. F. K. Rattmann, Capt. Stevens, Mr. Mac Wagner, Mr. Paul Wesenberg, To Samarang: Mr. H. de Roock, To Java: Mr. and Mrs. W. B. Buys and child, Mr. Buys, Jr., To Singapore: Mr. and Mrs. C. Monod de Froldville, Mrs. Richards, Dr. J. G. F. Riedel, Mr. G. A. F. Riedel.

Shipping.
Arrivals.
VULCAN, British steamer, 2,207, Carter, 16th July.—Cardiff 1st June, Coal.—Order.
FITCHABURI, German steamer, 1,372, A. Hillmann, 17th July.—Bangkok and Koh-si-chang 6th July, Rice and Wood.—Butterfield & Swire.
LOONGMOON, German steamer, 1,245, F. Schult, 17th July.—Canton 16th July, General.—Siemssen & Co.
HAILAN, French steamer, 377, L. Andersen, 17th July.—Fakhoi and Hothow 16th July, General.—A. R. Marty.
KIUKIANG, British steamer, 1,228, W. Miller, 17th July.—Chefoo 11th July, General.—Butterfield & Swire.
BALAARAT, British steamer, 2,860, R. A. Peters, 17th July.—Bombay and July, and Singapore 12th, Mails and General.—P. & O. S. N. Co.
KOWLOON, German steamer, 1,487, H. Stehr, 17th July.—Chinkiang 12th July, General.—Siemssen & Co.
CLIVE, British steamer, 1,701, A. J. G. Piffard, 17th July.—Calcutta-3rd July, Government Stores.—Marine Transport Office.
BENLEDI, British steamer, 1,481, David Clark, 17th July.—Amoy 15th July, General.—Gibb, Livingston & Co.
HANG SANG, British steamer, 1,356, S. Wilde, 17th July.—Shanghai and Swatow 17th July, General.—Jardine, Matheson & Co.
LOKSANG, British steamer, 979, W. G. G. Leask, 17th July.—Chinkiang 12th July, General.—Jardine, Matheson & Co.
THALES, British steamer, 820, A. J. Robson, 17th July.—Swatow 16th July, General.—Douglas, Laprak & Co.
CHEANG CHEW, British steamer, 1,213, B. C. D. Frampton, 17th July.—Penang and Singapore 10th July, General.—Chinese.
Clearances at the Harbour Office.
Hongkong, British str., for Canton.
Bakan Maru, Japanese str., for Canton.
Pak Kong, British str., for Canton.
Cheang Chew, German str., for Amoy.
Atrile, British str., for Port Darwin.
P. C. C. Kiao, German str., for Bangkok.
Hot Ho, British str., for Canton.
Kowloon, German str., for Canton.
Cheang Chew, British str., for Amoy.
Kiukiang, British str., for Canton.
Hermann Menell, German str., for Chefoo.
Erie J Ray, American ship, for Rajang.
Departures.
July 17, Holstein, German str., for Hongay.
July 17, C. Ferd. Saefer, Ger str., for Shanghai.
July 17, Lucia, Austrian str., for Saigon.
July 17, Arnold Luyken, German str., for Swatow.
July 17, Thurgutian Maru, Japanese str., for Kutchinotou.
July 17, Talat, Ger. str., for Quang-chow-wa.
July 17, Atrile, British str., for Australia.
July 17, Tiger, German gunboat, for Practice.
July 17, Hermann Menell, German str., for Chefoo.
Passengers—Arrived.
Per *Clive*, from Calcutta—Lieut. A. Vickers, 48 Pioneers, 21 Pioneers, Mr. O'Gullwan, (Postal dept), and 3 Followers.
Departed.
Per *Sanuki Maru*, for Japan—Messrs. S. Tetsumi, A. G. Green, A. A. Eoofally, N. Nakano, O. Iwanaga, H. Williamson, R. Naecher, Mr. and Mrs. W. A. Hill, Messrs. A. R. Weigall, L. K. Sang, Wong Chik Hing, Mr. H. Yamamoto, Mr. W. Takano, Mrs. F. Nobata, Mrs. Wong Shi, Messrs. Leung A. Nam, Ma Pui, I. Kata, Ip Hop, Yung Tin Sing, Mrs. Chung Shi, Mr. Kan Chin, Mrs. Lum Shi, and Mrs. Tan Shi and child.
Per *Empress of Japan*, from Hongkong for Shanghai—Major A. R. Fenton, Messrs. J. G. Hissail, R. O. Rutherford, J. H. Mac Martin, H. M. H. Newman, W. Worm, A. Schmidt, Mr. and Mrs. Wm. Dunbar, Mrs. Johnson and child, G. Harley and J. L. Wallace, For Kobe—Mr. J. F. Duff, Mr. and Mrs. B. S. Ringer, Mr. T. J. Smith, Mrs. Button, Mrs. C. Cartwright, Dr. Weisner, Mr. and Mrs. B. Harner and child, Mr. and Mrs. H. W. Struben, and Misses E. Struben (2). For Nagasaki—Mr. S. D. Poole, Mrs. W. G. Humphries, and Mr. Alfred Humphries. For Yokohama—Mrs. W. W. Harts and infant, and Mr. Thos. McCloy, For Vancouver—Mr. W. G. Filer, Mr. and Mrs. C. C. Young, J. H. Hewitt, Lee Chung, Mr. and Mrs. Y. San Francisco, Messrs. L. E. Ross, J. M. Jenner, E. A. Frost, J. B. Peillard, and Dr. J. W. Holland. For Portland—Mr. and Mrs. E. E. Ward. For Montreal—Messrs. Edw. and E. E. Marz. For New York—Capt. E. G. Bellair, Messrs. J. M. Moran, L. D. Hargis and M. Barnshaw. For Cincinnati—Ohio—Mrs. W. L. Ballard and infant. For Quebec—Miss Atkinson. For Banff—Mr. G. H. Bryant. For Victoria—Mr. Chis. Kum Lum and three children, Mrs. Ng and child, Mrs. Lum Tung and child. For Buffalo, New York—Mr. James H. Tate. For Boston—Mr. Thos. J. James. For London—Mr. H. Phillips. Col. Row, Mr. W. W. Bide and infant, Comdr. H. J. Davidson.

HONGKONG AND WHAMPOA DOCK RETURNS.
Dynamene..... at Kowloon Dock.
H.M.S. *Wivern*.....
Taiyuan.....
Zafro.....
Solent.....
Poplar Brand.....
Romulus.....
Kohshichang..... Cosmopolitan
Taishan..... Aberdeen

SWATOW WEEKLY SHIPPING REPORT.
(July 12th, 1902.)
Date Vessel Where from Agents
July 12 Emerald Amoy B. & Co.
13 Daihai Maru Hongkong B. & Co.
14 Kohshichang Hongkong B. & Co.
15 Glenaloch Amoy B. & Co.
16 Wipacang Shanghai B. & Co.
17 Daihai Maru Amoy B. & Co.
18 Victoria Hongkong B. & Co.
19 Elia Sasek Hongkong B. & Co.
20 Woonan Hongkong B. & Co.
21 Hanching Hongkong B. & Co.
22 Masfco Shanghai & Amoy B. & Co.
23 Daihai Maru Hongkong B. & Co.
24 Kwangang Cebu & Newchwang B. & Co.
25 Taihai Hongkong B. & Co.
26 Fungking Cebu & Newchwang B. & Co.
27 Anging Maru Amoy B. & Co.
28 Daihai Maru Hongkong B. & Co.
29 Hailan Amoy B. & Co.
30 Hanching Shanghai & Amoy B. & Co.

DEPARTURES.
Date Vessel Destination Agents
July 12 Kohshichang Hongkong B. & Co.
13 Daihai Maru Amoy B. & Co.
14 Daihai Maru Amoy B. & Co.
15 Daihai Maru Amoy B. & Co.
16 Daihai Maru Amoy B. & Co.
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28 Daihai Maru Amoy B. & Co.
29 Daihai Maru Amoy B. & Co.
30 Daihai Maru Amoy B. & Co.

Shipping Reports.
Captain Carter, of the steamship *Vulcan*, from Cardiff, reports.—Fair weather.
Capt. W. Miller, of the steamship *Kiukiang*, from Chefoo, reports.—Fresh S.W. breeze and rough sea with fine clear weather.
Captain D. Clark, of the steamship *Bentley*, from Amoy, reports.—Gentle breeze from S.W. direction, backing to the Eastward, freshening and becoming cloudy with some showers.
Capt. Robson, of the steamship *Thales*, from Swatow, reports.—Left 4.40 p.m., 16th July arrived Hongkong 2 p.m., 17th. Light variable Easterly breezes to Mendago theod Fresh N. E. breeze to port moderate S. E. Sea and cloudy showery weather throughout.
Capt. G. Leask, of the steamship *Loksang*, from Chinkiang, reports.—From Chinkiang had light S.S.W. winds, smooth and fine to Breaker point, thence to port light S.E. wind and bright sunny in off three Chimney Bluff, Namos Island saw the s.s. *Kiangsi* ashore.

SHIPPING CAZETTE.
In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—
July 16th.
Hue—Nisbet has joined as and engineer.
Rubi—Dawson has been appointed 2nd engineer Hongkong.
Zafro—Wallace has been appointed 3rd engineer Hanoi. E. Smallwood is transferred to Parla as and officer.
Hanoi—Lunberg 3rd engineer has resigned.
Simongan—Johnson has joined *Chilli* as and engineer.
Pakhoi—Alex Allen and engineer is acting chief engineer.

SHIPS PASSED THE CANAL.
Outward—3rd June—Bombay, China, Canada, 11th June—Bedonin, Wharfedale, 13th June—Queen Eleanor, 17th June—Viking, Coningsby, Vulcan, 20th June—Glamorgan, shire, Afridi, Sthonia, 25th June—Aphrodite, Denbighshire, Pinguay, Glenfarg, 1st July—Canton, Bayern, Bandalor, 4th July—Antenor, Hakata Maru, Affon, Konigsberg, Polynesien, Montenegro, 8th July—Pak I Ing, Dardanus, Marburg, Anamba, Austria, Nippon, Lohlan, 11th July—Protea, Glenish, 15th July—Kenig Albert, Bamberg, Ceylon, Tenkin, Andalusia, Odessa.
Homeward—20th 11th May—Awa Maru, 3rd June—Diomedes, 11th June—Chingwa, 17th June—Jawa, 20th June—Adria, Japan, 1st July—Sirota, Mogul, 4th July—Queenland, 8th July—Glenlyth, Preussen, 11th July—Serbia, Sumatra, 15th July—Agammon, Salaisi, Medway, Wakasa Maru.
Arrivals at Home—and May—Standard, Baku, 9th May—Louth, Castle, 22nd May—Stuttgart, 21st May—Malta, 23rd May—Nil, 3rd June—Indus, Prometheus, 11th June—Calchas, Hudson, Glenloch, Kamahura Maru, 13th June—Freilug, 17th June—Sheila, 20th June—Princess Irene, 25th June—Inaba Maru, 1st July—Machuan, Segovia, 4th July—Prins Regent, Luitpold, Laos, Adria, 7th July—Japan, 6th July—Maritow, Glancus, Hitachi Maru, Flindria, 11th July—Aethlios, 15th July—Hyson, Saxonia, Japan.

Fancy Drapery Dept.

Hosiery, Gloves.
Ribbons, Laces.
Dress Materials.
Linen, Longcloths.
Drills, Hollands.
Flannels, Flannelettes.
Feathers, Flowers.
Chiffons, Nets.
Umbrellas, Rain Coats.
Fancy Work, Wools.
Boots and Shoes, &c., &c.

Gentlemen's Dept.

Shirts, Collars.
Hosiery, Gloves.
Hats, Ties.
Umbrellas, Rain Coats.
Boots and Shoes.

WILLIAM POWELL, LTD.,

**28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,**

**General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.**

General Furnishing.

Carpets.
Linoleums.
Tapestries and Repps.
Art Serges.
Household Linens.
Down Quilts.
Blankets.
Bedding.
Bedsteads.
Ranges and Cooking Stoves.
China and Glass.
Bags and Trunks.
Fancy Leather Goods.
Toys and Games.
Mats and Rugs.
Overmantles, Mirrors, &c.

LADIES DRAPERY AND FANCY DEPARTMENTS.

MANILA AND BRAZILIAN STRAWS. ALSO THE NEWEST SHAPES IN LADIES' SAILOR HATS JUST ARRIVED.

JUST RECEIVED

A FRESH STOCK OF ALL THE LATEST STYLES IN
PARISIAN AND ENGLISH MILLINERY.

CHIFFON TIES IN ALL COLOURS.

GREAT VARIETY IN LACE AND NET COLLARETTES.

CHIFFON AND NET RUFFLES.

CHOICE SELECTION OF FLOWERS AND FOLIAGE FOR MILLINERY
AND DECORATING PURPOSES.

"PING PONG" SETS, all prices - - - \$1 to \$15.

FURNISHING AND IRONMONGERY DEPARTMENTS.

NEW CRETONNES, REPPS AND SERGES, NEW CARPETS, SQUARES, AND RUGS.

NEW TAPESTRY AND CHENILLE CURTAINS AND TABLE COVERS.

COOKING AND HEATING STOVES AND RANGES. OIL STOVES AND LAMPS, REGISTERS,
FENDERS, TILES, COAL BOXES, ENAMELLED KITCHEN WARE, CHINA AND GLASS.

PERAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR
GAMES IN GREAT VARIETY.

DRESSMAKING DEPARTMENT.

This section of our business is a new venture and has met with extraordinary success during the past 7 months.

All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.

We intend making this department a specialty and ladies will do well to give us a trial.

Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.

Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.

Space will not allow us to quote the thousands of articles stocked in this establishment, but two words will convey all that is necessary, viz., GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

July 16th.

R. G. HECKFORD,
MANAGER.